

Initiatives to continually improve the sustainability of Metro Transit's operations are being tested and will be expanded based upon their effectiveness. Solar-powered lights in shelters are being tested in Minneapolis. This technology could be extended to real-time signs and/or ticket machines contingent upon the success of the pilot project.

ROSEDALE TRANSIT CENTER

Rosedale Transit Center is located at the Rosedale Shopping Center in Roseville. The Recommended Plan improves the frequency of many routes that serve the mall and terminate at Rosedale Transit Center.

To accommodate the increase in bus service, the existing transit center bus parking area may need to be expanded. If this expansion is necessary, staff will work with the City of Roseville and the Rosedale Center property owner.

RAYMOND AVENUE STATION BUS LAYOVER FACILITY

A total of four bus routes will meet near Raymond Avenue Station. Two of the planned routes will terminate at this location, requiring a bus layover area and access to a restroom for bus operators.

WEST 7TH STREET BUS LAYOVER FACILITY

The Lexington Parkway cross-town bus route will meet Route 54 on West 7th Street. A new bus layover area and access to a restroom for bus operators is required near Albion Street and West 7th Street.

FUTURE SNELLING ARTERIAL BUS RAPID TRANSIT SERVICE AND FACILITIES

The Metropolitan Council's 2030 Transportation Policy Plan identifies 11 high-demand local bus corridors to develop a facility and service plan that would enhance efficiency, speed, reliability, customer amenities and transit market competitiveness. These Rapid Bus corridors include stations with heat, improved lighting, security cameras, ticket vending machines and NexTrip electronic signs that announce the actual departure times for the next bus.

A recent study ranks the Snelling Avenue corridor as one of the best corridors in which to implement this type of service. At this time, Metro Transit has established a goal of implementing Rapid Bus service on Snelling Avenue in 2014. Achieving this goal will require close coordination with many and the same stakeholders that are involved in the Central Corridor Transit Service Study.

CHAPTER EIGHT: STUDY TIMELINE AND IMPLEMENTATION SCHEDULE

This report outlines a Recommended Plan for improved bus service plan in Central Corridor Study Area. On May 23, 2012, the Metropolitan Council adopted this Recommended Plan for public review. Once public review is completed, service change

proposals will be revised and a final plan adopted by the Council in late 2012 for implementation in 2014.

TIMELINE

June 2012 – Public meetings and public hearings

July 9, 2012- Public comment period closes

Summer/Fall 2012 – Revise Recommended Plan

Late 2012 – Final Plan approval

2014 – Implementation with the opening of the METRO Green Line